

Here's Carrier Foe Can't Sink

Battered Intrepid Still in Action; 650 Planes, 80 Ships to Credit.

WASHINGTON—Planes and guns of the aircraft carrier USS Intrepid have destroyed 80 enemy ships and 650 planes. She took a terrific pounding to it. The navy reported, according to the Associated Press, that the Intrepid has been hit more frequently than any other of our aircraft carriers.

Four times this Essex-class carrier suffered battle damage within 10 miles of Pearl Harbor operations. But she is back in action again.

The 30 ships sent to the bottom by the Intrepid's pilots included an aircraft carrier, two heavy cruisers, a Japanese super-battleship, the 45-ton Yamato. They probably sank 30 other enemy vessels and damaged 179 more.

The Intrepid's latest brush with disaster came on last April 18 while her planes were carrying the war to Japan's home islands again, after having helped to send the Yamato to the bottom with two dozen bomber torpedo planes.

Plane Crashed Into Ship.
One of five enemy suicide planes flying through the screen of anti-aircraft fire and crashed into the flight deck, parts tearing into the hangar deck. The explosion which followed killed nine men and wounded 21.

Fires destroyed more than 36 of the carrier's planes, though they were not fueled or loaded, and no further explosions resulted. In 15 minutes, the crew of the Intrepid had the flight deck fire under control, and the hangar deck fires in 50 minutes.

While the fires raged, the ship commanded by Capt. Giles E. Short of Tacoma, Wash., stayed with the task force, fighting off attacking planes, maneuvering with the formation and continuing flight operations.

She successfully took aboard her own aircraft, but her damage forced her to return to the Hunter's Point, Calif., drydocks for repairs. The 27,000-ton carrier suffered her first battle damage off Iwo Jima. A torpedo from a Japanese submarine damaged her steering mechanism and jammed her rudder. The Intrepid returned to Pearl Harbor.

Returns to Fight.
After repairs, the Intrepid returned to carry on her fight until October 29, 1944, off Luzon, when she was hit by one of the first successful Japanese suicide planes.

A Japanese Judy plummeted into the flight deck, slithered into a gun gallery, killed 10 gunners and started a fire. Six stewards' mates serving as gunners were awarded Bronze Star medals.

This time the Intrepid repaired her own damage and continued to aid in setting the stage for the return of General MacArthur to the Philippines.

On November 25, 1944, during the pre-invasion strikes, the Intrepid was hit again while operating off Luzon. A Japanese Zeke rocketed into her flight deck.

Scores of the ship's crew were killed or wounded. Minutes later, another suicide plane penetrated the anti-aircraft screen and crashed into the flight deck, killing and wounding additional personnel and starting fresh fires.

Arrangements were made with other ships to pick up survivors when it appeared probable the ship would have to be abandoned.

But in 15 minutes the fire was under control. The Intrepid was back in action in time to join in the fast carrier task force 58 strike in which the Franklin was damaged.

Atomic Bombs Are Called
Cheaper to Use Than TNT

OAK RIDGE, TENN. — Atomic bombing is cheaper and more economical than the use of TNT as an explosive, Col. Kenneth D. Nichols, district engineer of the Manhattan Engineer district, said recently at a press conference.

"Figuring the cost of the 2,000 bombs it would take to drop a similar destructive charge, atomic bombing is cheaper both in costs and in men's lives," he said. "The number of men that atomic bombing enables to stay far behind the line must be considered."

He said also that construction is continuing at Oak Ridge.

"But what we have produced here was done more to help end the war than is shown in the expenditure of \$2,000,000,000."

Nichols said the safety record for the Manhattan district war center than for army engineering construction as a whole.

Russ Helicopter Has
Everything in Duplicate

MOSCOW. — Disclosure was made recently of a Soviet helicopter with double wings, two rotors and two motors. It was described as having a speed of 100 miles an hour and a landing speed of "approximately zero."

Photographs showed the machine hovering above the ground at 4 feet and the pilot's flight from the tail.

Their Only Crime Was Hating Our Enemy— They Need Your Help



Give generously to your

Community War Fund

Representing the NATIONAL WAR FUND

GET IN THE SWING—
But Dollywood No!



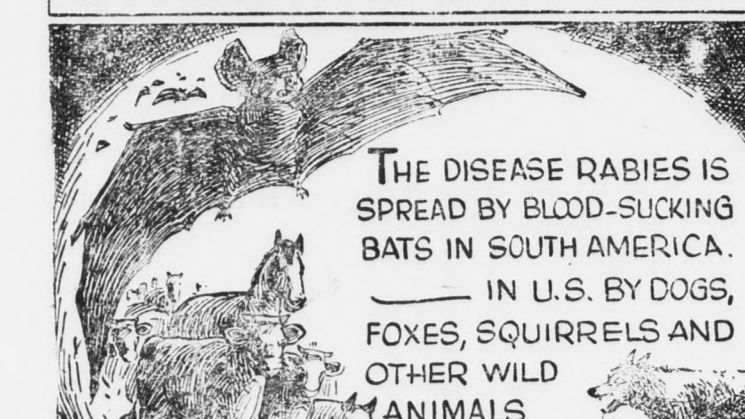
STARS IN SERVICE



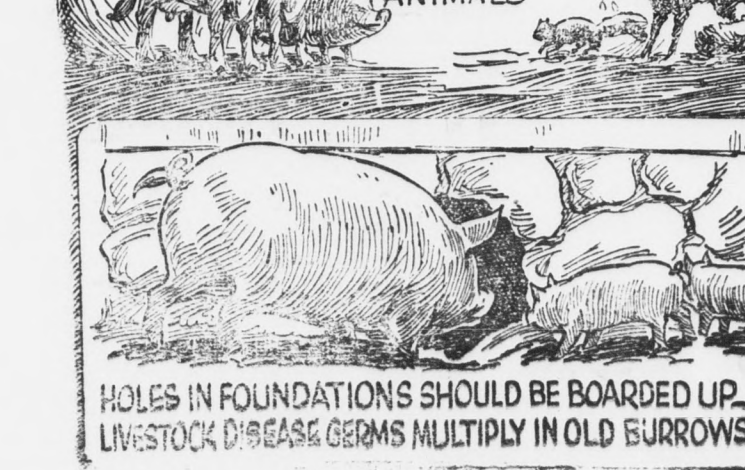
HE WAS GOING STRONG
TWO WEEKS AGO
BUT OVER THAT
WINNING TOUCHDOWN!
CHEER HIM WITH
VICTORY BONDS



LIVESTOCK HEALTH ODDITIES



THE DISEASE RABIES IS
SPREAD BY BLOOD-SUCKING
BATS IN SOUTH AMERICA.
— IN U.S. BY DOGS,
FOXES, SQUIRRELS AND
OTHER WILD
ANIMALS



HOLES IN FOUNDATIONS SHOULD BE BOARDED UP.
LIVESTOCK DISEASE GERMS MULTIPLY IN OLD GURROWS.

Atomic Force Seen As Boon to Planes

Payloads Could Be Increased
With New Engine.

WASHINGTON—Scientists of the National Advisory Committee for Aeronautics said that an atomic engine for aircraft is a distant possibility.

They said it is not fantastic to visualize a fuel supply the size of a brick with sufficient power to fly around the world many times.

"Without the need for large gas-turbine engines, the payloads of commercial aircraft would be greatly increased, and the knife-like wing possibilities would be increased."

Release of atomic energy promises to widen and broaden the application of air transport to the world's extension of communication and business, and to provide limited mercy to destructiveness.

The NACA is a body credited with much of the development and improvement of America's warplanes and aircraft engines. It said that "many years of research and development lie ahead before such an engine successfully can be built."

Because the degree of control achieved over atomic energy's use as a bomb is near approach to the last minute, the committee said, with the molecular reactor of aviation fuel utilized if the calculation is in terms of atomic energy.

For example, it pointed out that 4,320 BTU's (a measurement of heat) per pound are obtained from the molecular reactor of aviation fuel, while 35 billion BTU per pound can be obtained from atomic reaction.

Present type engines are "characterized by a relatively high fuel consumption and a staggering waste of energy," the committee said, with one nine-millionth of the total fuel energy utilized if the calculation is in terms of atomic energy.

For example, it pointed out that 4,320 BTU's (a measurement of heat) per pound are obtained from the molecular reactor of aviation fuel, while 35 billion BTU per pound can be obtained from atomic reaction.

These are a metal claw which can be opened and closed by shoulder motion but which must be worn without any covering on the hand which can be drawn over an amputated stump like a glove, but which has no motion and is worn only for appearance's sake.

The new hand, mechanism and all, weighs about one pound. At rest, it is closed. A motion of the opposite shoulder — pointed by a cord with the mechanism — operates a lever which causes the forearm to rise. When the patient relaxes his shoulder, a spring causes the finger to close in a clawlike motion against the thumb.

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Stonewall

Stonewall, Oct. 2. Our community was saddened last week by the death of a good man, Mr. T. H. Wright. We extend to his family our deepest sympathy.

Mr. and Mrs. Dick Thomas and son, of Norfolk visited her parents last weekend, Mr. and Mrs. C. M. Stratton.

Mr. and Mrs. Wallace Bondurant and children spent last Sunday with her parents, Mr. and Mrs. W. T. Younger, of Eastburg.

Misses Elizabeth Lee Carter and Frances Jennings, of State Lane, spent last week with her parents, Mr. and Mrs. H. W. Brown, of Gladstone.

Ben Wheeler has gone to Kansas City, and will visit relatives. Mr. and Mrs. Lyle Harding and son, of Norfolk, and Royal Harding, of Lynchburg, visited the parents, Mr. and Mrs. C. J. Harding, last week.

Mr. and Mrs. C. T. Drinkwater, of Spotsylvania, visited last week with her parents, Mr. and Mrs. H. B. Scroggins, of Lynchburg.

Mr. and Mrs. H. B. Scroggins moved from here to Concord, Va., and the trip took six days.

Mr. and Mrs. V. R. Burnett visited in the home of his brother, R. Burnett, on last Sunday.

Mr. J. H. Beard spent last week with her daughter and son-in-law, Mr. and Mrs. J. R. Johnson, at Spout Spring.

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